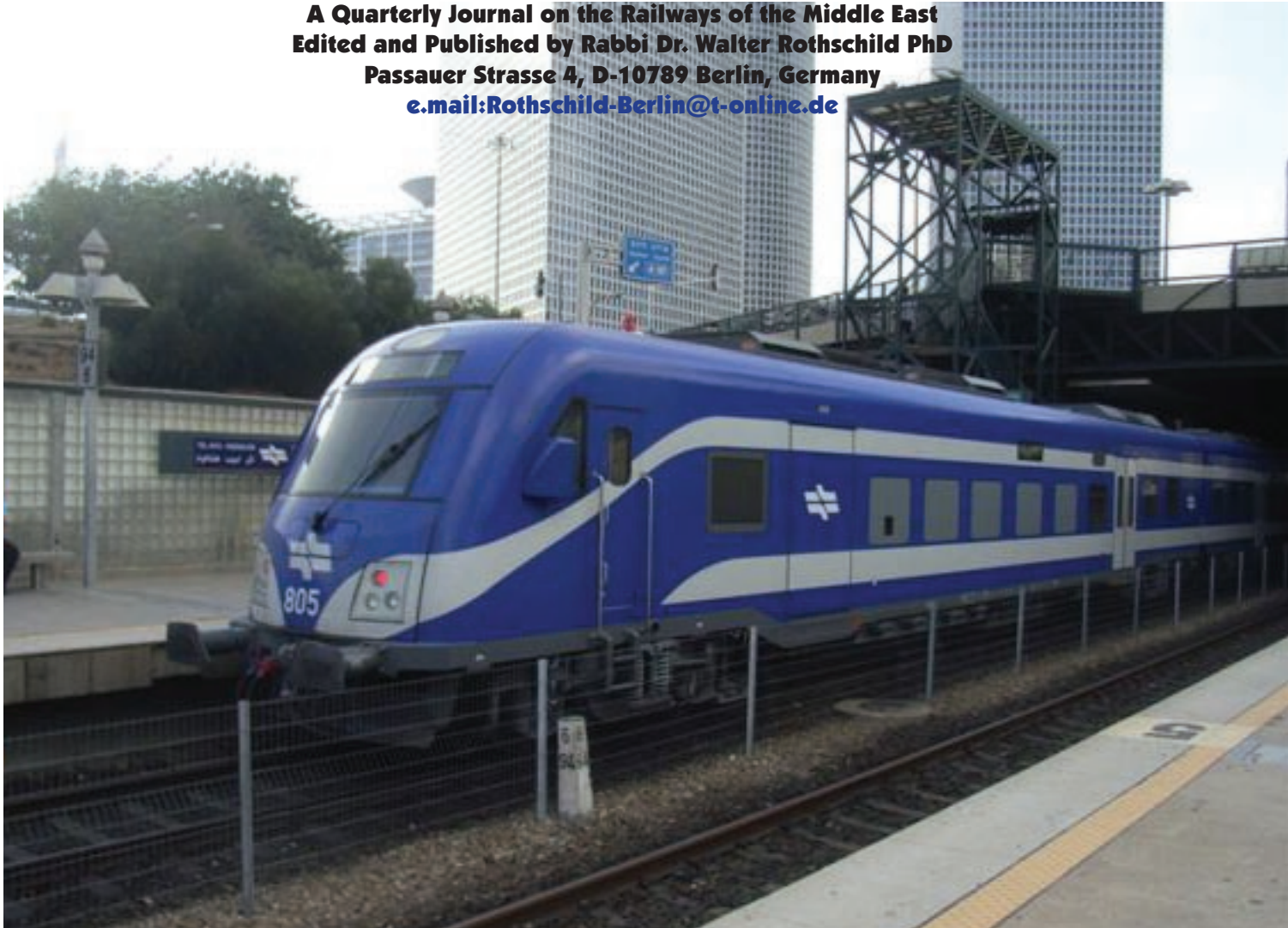


**A Quarterly Journal on the Railways of the Middle East**  
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86:01. Israel Railways Siemens train set at Tel Aviv Hashalom station, Sunday 9th. August 2009. All these sets currently have the loco at the north end, whilst the Double-Decker sets have the locos at the south end!. (Photo: Sybil Ehrlich).

86:03a

*Former IR (Yugoslav-built) coach 621 has been placed on a short length of track behind the sheds at Bnei Berak station - it can be moved a little to and fro but it is unclear what its new purpose is. Sybil Ehrlich, who stumbled across this vehicle in August, took the photo. see page 2*



Unfortunately work pressures have led to this issue also 'slipping' a little, from September to October and hence getting involved in the middle of the High Holy Days. But the advantage is that we can report on how Israel railways deals with this period!

Once more there is a vast amount of 'current' news which squeezes out some of the historical material that I still have on file. But the changes really are dramatic. In terms not of Israel as such (or at least, not yet) but everywhere else in the region: I can do little better than quote from Samuel Rachdi in the latest Fahrplancenter News (from which much has been taken for 86:06):

*"This year is very important from a transport point of view. Since this summer the Indian Sub-Continent has become linked physically by rail to the Eurasian rail network! Yes, the famous gap between Zahedan and Bam has been closed. There is of course still a lot to do, the line from Zahedan to Quetta has to be upgraded - and there remains the lack of a line around the Lake Van. In contrast, the tunnel under the Bosphorus is under construction. The rail links between Europe and the Near East and Asia are forging ahead. Perhaps the railway fan will find in 12 or 15 years Saudi goods wagons in China, or some from Vietnam in Germany, and Kazakh wagons will be having their bogies exchanged in Irun for further haulage into Spain. This could become Reality and we can only hope so."*

(Shortly after noting this, the Editor stood on Rosenheim station where rebuilding works were under way, and the construction trains employed wagons from Romania and Slovakia..... then his train to Munich comprised an Austrian loco on Italian coaches. But this is the European reality too.)

86:03.

## NEWS FROM THE LINE.

### (i). PUSHING NEW SUBWAYS.

The Israeli company Al-Trans Engineering Infrastructure Works has won the IR \$0.95M tender to construct a pedestrian subway under the line between Tel Aviv University and B'nei Berak stations, near the Hadar Yosef neighbourhood of Tel Aviv; this will link the National Sport Centre and the Yarkon Park.

The subway is to be built as a pre-fabricated structure adjacent to the track, and then pushed under the trackbed, in order to reduce disruption to rail traffic to a minimum. Works are to start July 2009 and are expected to be completed in March 2010.

### (ii). CALL THE COPPERS!

Between Friday night 26.06.09 and Saturday morning 27.06.09 (Shabbat!!) 100m of copper communications cable was stolen from the Kiryat-Gat - Ahuzam section of the line to Beer-Sheva. Two weeks earlier 25m of the same cable type

86:03a

### From Sybil Ehrlich: Discovery in B'nei Berak

I discovered this animal by chance today. Does anyone know anything about it? Picture (on front cover) shows the location, behind the passenger station and to the north of it.

While I was taking a photo through the chainlink fence, a man came along (inside the fence, next to the coach) and asked me what I was doing. He told me they had had break-ins, and I said I was certainly not going to break in; I was a railway enthusiast and was surprised to see this coach here. I asked him about it. He told me I should "go to Kishon, there are lots of them there." Yes, I said, I know. But what about THIS one? He either couldn't or wouldn't tell me anything about it, except that "they move it sometimes, a few metres up the track".

Unrelated: the old house that was opposite the platform at Ramle (new) station has been demolished, in the last two weeks. This clears the way for doubling there! And ballast has been laid for doubling for about 2 km to the east of the level crossing near the old Ramle station. I hope they finish this doubling work soon. I'm fed up with missing connections at Lod or Tel Aviv because the train from Jerusalem is stuck at Na'an waiting for the late southbound Beersheba train.



The derailed IC3 flexiliner train No. 110 at Kfar-Menakhem shortly after the event, and during evacuation; source Yediot-YNET via Aharon Gazit

opposite the platform at Ramle (new) station has been demolished, in the last two weeks. This clears the way for doubling there! And ballast has been laid for doubling for about 2 km to the east of the level crossing near the old Ramle station. I hope they finish this doubling work soon. I'm fed up with missing connections at Lod or Tel Aviv because the train from Jerusalem is stuck at Na'an waiting for the late southbound Beersheba train.

had been stolen from the Beer-Sheva - Devira section of the same route. (On both sections intensive works are under way to realign and double the track.) The metal thieves took their opportunity because in this period there are neither track works nor rail traffic.

As a result the passenger trains suffered delays of 6 - 8 minutes. Despite misleading reports in the local press, that trains had simply disappeared from screens and monitors, the Traffic Controllers maintain that in fact trains are being operated under special regulations as is normal when there is a technical failure. Further, although two thefts took place within two weeks, such incidents are normally very rare.

### **(iii). 2009-2010 BUDGET.**

Discussions on this topic took place on Wednesday 01.07.09 at the Knesset's Finance Committee. Transport & Roads Safety Minister Yisrael Katz warned the Railways that if implementation of projects is not accelerated, he intends to get the work carried out by private companies or other governmental agencies. He added that The Railways are the backbone of my developmental vision, and the Ministry intends to invest ca. \$12.5 Billion in the railways by 2020. The current long-term development budget is \$7.5 Billion, of which some \$0.5 Billion are included in the Ministry's cash budget for 2009.

He spoke also on the LRV projects in Jerusalem and Tel Aviv, which he considers are facing severe delays in their implementation; this is particularly true of the Red Line in Tel Aviv which is currently stalled due to financing problems; the investment in this line is currently estimated at \$3 Billion. He added that Israel is the only country in the world without LRV lines in the major cities [sic]; this situation has severe implications and must be rapidly changed.

### **(iv). NEW MINISTERIAL APPOINTMENT.**

On 12.07.09 the Ministry of Transport and Road Safety announced the appointment of Mr. Yaakov Ganot to the post of General Manager as successor to Mr. Gideon Siterman, who resigned after his party (Kadima) was defeated in the elections. The vote was unanimous. Prior to the decision Prime Minister Netanyahu had warmly praised Mr. Ganot for his work in previous positions, adding that he had full confidence that he will continue to do well in his new post alongside Minister Katz; Katz had asked him already three months previously to appoint Ganot, but he had held off to allow Mr. Eli Yishai as Minister for Internal Affairs to get settled into his position; now is the time for Ganot, a real bulldozer, to start his work.

Minister of Justice Mr. Yaakov Neeman spoke of Ganot's contribution in the struggle against road accidents, adding that he will definitely contribute to his this painful subject in his new job.

Ganot has already served as Police Northern District Commissioner, was a candidate for the post of Police Inspector General, Inspector General of Prisons, Emigration Authority General Manager, and the Inspector-General of the National Traffic Police, a body and post which he himself created.

Two senior staff members in the Finance Ministry, Deputy-General-Manager of Budgets Mr. Amit Lang and Deputy-Accountant-General for Infrastructures Avi Dor gave an interview to the Israeli financial newspaper Globes on 13.07.09. The main points:-

There is optimism within the Finance Ministry regarding approval for final design and construction of the A1 fast link to Jerusalem, as well as a solution to the financial problems of the Tel Aviv Red Line. Regarding the LRV line in Jerusalem, there has been remarkable progress in the works and the commencement of service will be much sooner than the media report. In response to a comparison made between the National Roads Company (formerly the Public Works Dept. of the Ministry of Labour) and Isra-Rail Co. (formerly part of the Ports Authority and prior to that the Israel State Railways) the two specialists said that the Roads Company was a productive body even in its former state, whereas the Ports Authority was not such, and so when investment money became available the Railways first had to get used to this new situation; However the General Manager, Mr. Harel, is very serious in promoting new projects and enjoys their full support.

Finally, they warned that the Transport Minister's vision for a North-South Cross-Israel railway line from Metulla in the Upper Galilee to Eilat on the Red Sea would mean that money for the Tel Aviv Red Line would not be available. They believe that the priority projects to be carried out are:- Tel Aviv LRV Red Line; BRT lines, additional LRV lines, completion of the A1 route, at least Phase 1 of the Railway Electrification, and some other upgrades. Otherwise congestion in the Greater Tel-Aviv area will worsen, whilst the benefits of the Cross-Israel line are doubtful.

### **(v). BEER-SHEVA LINE WORKS.**

From Monday 20.07.09 to Wednesday 22.07.09 (inclusive) there were to be no rail services between Tel - Aviv, Beer-Sheva and Dimona. As part of the continuing project to enable services to reach Beer-Sheva in 50 minutes, the line will be realigned along a further 4 km.; this will enable completion of two more grade separations, as well as continuing double track for a further 7km. The line will soon

enjoy 50km. of continuous double track.

During the suspension all trains from the north terminated at Tel Aviv HaHaganah; the Metroline bus operator added buses on the routes between Beer-Sheva and Tel Aviv Central Bus Station (adjacent to HaHaganah) and between Beer-Sheva and Tel Aviv Savidor bus terminal. Normal traffic was to resume by Thursday 23.07.

From a later report:- "During closure of the line to Beer-Sheva between Thursday, 03.09.09 at 23:00 and Friday, 04.09.09 at 08:30, bus shuttle services were provided on the Beer-Sheva - Kiryat-Gat line section on both directions."

Timetable changes included (for the record):-

On Thursday, 03.09.09, the last train - No.131-to Beer-Sheva, normally calling at Lehavim/Rahat station at 23:24, at Beer-Sheva North/University at 23:34 and at Beer-Sheva Central at 23:43, terminated at Kiryat-Gat at 23:04.

On Friday, 04.09.09 the first northbound train to depart from Beer-Sheva and Lehavim/Rahat was No. 6166 due off Beer-Sheva Central at 08:19, Beer-Sheva North University at 08:26 and Lehavim/Rahat at 08:36.

The first southbound train to Beer-Sheva No. 6161, regularly calling at Lehavim/Rahat at 08:15., Beer-Sheva North/University at 08:26 and Beer-Sheva Central at 08:34, terminated at Kiryat-Gat at 07:55.

### **(vi). HOW NOW BROWN COW**

Although it is nothing unusual to announce the arrival of a train at a station, passengers both on the train and those waiting at the platform at Haifa Lev HaMifratz station on 30.07.2009 were amazed to see two cows walking along the line towards the station. This meant of course that the driver had to slow down and apply his own horn - which made no impression.

The IR spokesman said that despite the presence of fences along the tracks, the cows are skilled enough to bypass them and to penetrate to the tracks within the station, thus enjoying the grass which grows there! The matter is now in the hands of the Railways Legal Dept.

### **(vii). RISHON LINE PROGRESS.**

From an IR Press release of 26.07.2009:-

The ramped road section linking Road No. 4 (Tel Aviv - Ashdod) with Road No. 20 (Ayalon South), which is part of the Holot (Sands) interchange - (the southern entrance/exit to Rishon LeZion) was to be closed to traffic between 02-27.08.2009 to enable construction of a railway bridge over Road 4 as part of the construction of the line Rishon leZion - B'nei Darom. The line is integrated within Road 20 but at the

interchange it crosses the entrance road to the town. Development works on this line include laying 17km. of double track between Rishon LeZion Moshe Dayan new station (now completed, and to become operational in 2012 when the line is complete) through Yavne West (under construction) and the nearby B'nei Darom station (still to be built). This new line will create a continuous connection between Ashkelon, Ashdod, Yavne-West, Rishon LeZion, Holon, Bat-Yam and Tel Aviv with the rest of the coast up to Nahariyya, thus avoiding the longer route through Rehovot and Lod.

#### **(viii). ELECTRIC CARS.**

From an IR Press release of 02.08.2009: Today the IR General Manager and Mr Moshe Kaplinsky, Manager of Better Place Israel signed an agreement at Petah-Tikvah Kiryat-Arie station for full deployment of recharging infrastructure for electric cars at the park-and-ride areas of railway stations. During the initial stage of 2 months there will be a pilot scheme with 220 recharging points, at the following stations: Haifa Bat Galim, Haifa Central - The 8, Akko, Beit Yehoshua, Herzliyya, Hod HaSharon (formerly Kfar-Sava Sokolov), Rosh HaAyin, Petah-Tikva-Segula, Petah-Tikva-Kiryat Arie, B'nei Berak, and Paatei Modiin. IR will set up signs in the parking areas, advising of the locations of these recharging points. Since thousands of railway passengers use the park-and-ride facilities daily, they will be provided with facilities for recharging during the time their vehicles are parked. The operation, network deployment, installation and maintenance of the recharging points will be the responsibility of Better Place Israel.

IR General Manager Yitzhak Harel said, Besides the macro-economic contribution of the railways, they also contribute to the quality of life from the aspect of the environment, by reducing the number of cars on the road. In this respect the co-operation with Better Place Israel is a natural result.

Kaplinsky said The change towards cleaner transportation requires re-adjustment of all the transportation factors in Israel; Better Place Israel recognises the importance of public transport in achieving viable transportation solutions, and is active in creating maximum integration between infrastructures for electric-powered cars and public transport. Crossing hands with Isra-Rail Co. Ltd. is therefore natural and will significantly reduce environmental damage.

Isra-Rail Co. has shown consistent traffic growth in recent years and from the beginning of 2009 was carrying about 128,000 passengers daily, with a forecast of some 35.8 Million by the end of this year.

Better Place Israel is creating conditions for global use of electric cars, in order to reduce dependency on oil, by providing a wide network of charging points. The company is owned by businessman Shay Agasi and Hahevra LeYisrael (The Company for Israel). Agasi is the General Manager and Chairman is Mr. Idan Ofer. The company is active in building infrastructure for electrical recharging points, using renewable energy. This will enable a mass use of non-polluting electric cars, thus significantly reducing global dependency on oil and its products, and improving the green economy. See [www.better-place.com](http://www.better-place.com) for more details.

#### **(ix). NAHARIYYA LINE WORKS.**

Between 23.30 Thursday 06.08.2009 and 17.00 Friday 07.08.2009 the line between Akko and Nahariyya was to be closed for infrastructure works. As a result Train No. 198, the last one to Nahariyya, would terminate at Akko at 01.30, as would all trains on Friday. Traffic would return to normal on Saturday night 08.08.2009. The Railways have publicly apologised for the inconvenience caused.

From a later report:-

During closure of the Kiryat-Motzkina - Nahariyya line section between Sunday, 06.09.09 and Thursday, 10.09.09, bus shuttle services were provided between Kiryat-Motzkina and Nahariyya on both directions.

On Friday, 11.09.09, the closure will take place between Lev-Ha-Mifratz and Nahariyya; consequently, bus shuttle services will be provided between Haifa Central-the Eight, intermediate stations, and Nahariyya on both directions.

The closure of all lines for traffic on Saturday night, 12.09.09, will be - in addition to upgrading the Masua control centre - due to opening a double-track section between Kiryat-Motzkina and Na'aman loop station (near Acre), as well as adding a fourth track between Tel-Aviv Savidor (Central) and Tel-Aviv University station, etc.

Timetable changes - On Sunday, 06.09.09, the last southbound train - No.159 - departed from Nahariyya at 11:06 and from Acre at 11:14. Last northbound train to Acre and Nahariyya was No. 148, calling at Acre at 10:51 and at Nahariyya at 10:59. From this point on trains terminate or start from Kiryat Motzkina. On Thursday, 10.09.09 all trains will start/terminate at Kiryat-Motzkina except the last two trains which terminated at Haifa-Lev-Ha-Mifratz as following:

Train No.196, regularly calling at Hutzot-Hamifratz at 00:16, Kiryat-Hayim 00:19 and Kiryat-Motzkina at 00:22 terminated at Lev-Hamifratz at 00:12.

Train No. 198, regularly calling at Hutzot-Hamifratz at 01:11, Kiryat-Hayim 01:14 and Kiryat-Motzkina at 01:17, will ter-

minate at Lev-Hamifratz at 01:07.

Consequently, all trains will start/terminate at Lev-Hamifratz, with no services to/from Hutzot-Hamifratz, Kiryat-Hayim, Kiryat-Motzkina, Acre, and Nahariyya.

Between Saturday night 12.09.09 and Sunday morning at 04:00 there will be no rail traffic all over the network due to upgrading the Masua control centre at Haifa Hof-Ha-Carmel station.

Traffic will gradually return to regular between 04:00 and 06:00.

#### **(x). APPROVAL OF 'A1' JERUSALEM ROUTE.**

On 05.08.2009 the National Council for Design and Construction gave its final approval for completing the A1 route to Jerusalem without any planning changes. This has at last removed all barriers to the project caused by the Court Appeal by the Green Party. The Railways responded with satisfaction, as was to be expected.

This will involve tunnels to an overall length of 22km, the longest of which will be 11.6km. bored by a special machine which has still to arrive. Overall length of bridges: 3.5km., of which the longest one will be 1.25km. and constructed in an innovative manner to be used for the first time in Israel. (Both this tunnel and bridge will be the longest of their type in the country.) The new Jerusalem station will have platforms 80m under street level. Present forecast for completion (!) is the last quarter of 2016, with a travel time of 30 minutes between Tel Aviv and Jerusalem. [Now where have we heard that before? Ed.]

#### **(xi). SUMMER TRAFFIC - NO RESERVATIONS.**

Due to a shortage of rolling stock and increased passenger traffic during the August vacation, there were no reserved seats during these months. [Exactly when most needed!]

From a press release of 06.09.09 by Isra-Rail Co. Ltd.:

"Every summer is characterized by a particularly high demand for passenger services, when many are using rail during their vacations as an alternative to the congested roads, and as an attraction for children; this summer as well many enjoyed rail travel. This summer a new high record was achieved in August 2009 when 3.375 million used rail, 4.38% more than in August 2008; also in July 2009, a satisfactory figure of 3.13 million was achieved, 6.4% more than in July 2008.

The railways are operating 340 trains daily all over the network; a typical train has an average seating capacity of 625 passengers, thus being an alternative to almost 50 12-seater buses, or to 323 private cars.

So, for example, one journey between Tel-Aviv and Haifa saves an average of 3,000 litres of fuel, thus avoiding emission of 4.5 tons of CO<sub>2</sub>, reduces road congestion, accidents, and wasted time at bottlenecks.

Mr. Harel (Haki) said: "The railways will continue improving passenger services, in order to increase passenger traffic; the newly introduced Siemens push/pull trains hand in hand with phasing out the outdated rolling stock, bring rail travel experience to high standards, convincing people to leave their private cars at home or at park-and-ride facilities and go instead quickly and safely by rail".

#### (xii). COMPENSATION CASE.

A woman who recently travelled between Akko and Rehovot in around five hours rather than the normal 90 minutes has been compensated with \$195. Due to a technical failure that day at Binyamina station, the 19.30 train from Akko was delayed; she claimed that already at Akko crowding was so severe that she could not use the toilets! Further, she argued that there was no announcement about the reason for the delay. The Railways' response was that they had immediately offered passengers an alternative train to Rehovot, and that they had given the woman two free tickets in compensation. In addition, for some reason she had got out at Tel Aviv HaHaganah station and waited here for some time for reasons of her own.

The Judge Gideon Barak accepted her claims for the delay, but also accepted the Railways' counter-claim that she had spent some time on Hahaganah station for her own reasons. He accepted that the Railways had acted correctly in offering her the two free tickets, but, according to railway regulations, she was also entitled to compensation. A balanced verdict!

#### (xiii). YAVNE EAST STATION (RE-) - OPENED.

From a press release of 06.09.09 by Isra-Rail Co. Ltd.:

"As part of the development and improvement momentum of passenger services, the railways have opened (actually re-inaugurated A.G.) the new station at Yavne located on the Ashkelon - Rehovot - Lod - Tel-Aviv line.

The works cost about \$5.33 Million; the station is to be further upgraded particularly by rebuilding the platforms.

The new station has an area of 300 sq.m. which include a parking area for private cars, public transport, and amenities for securing bicycles; the station is accessible for disabled with a special parking area, guiding rails for poor-sighted people, and a special announcement system at ticket selling points for the hard-of-hearing.

The station is served daily by 50 trains (25 each direction) between 05:45 a.m. and 23:38 p.m., while 2 to 3 trains/hour call there at rush hours.

The annual traffic forecast for the coming years is 600000 to/from the station.

The railways' General Manager Mr. Yitzhak Harel (Haki) said: "I believe that the new station at Yavne is another step in improving life quality for tens of thousands of people working and living at the area; the railways' vision is to turn the railways into the main mode of passenger transport, thus my intention is to open in the coming years more stations all over the country, so that the railways will reach everybody in Israel".

The first train entered the new station on Saturday night, 05.09.09, at 21:30 p.m. destined for Binyamina; passengers received flowers from the railways' employees.

(Note: the station called until now 'Yavne' is now called 'Yavne East' due to the fact that there will be another station near the city, to be called 'Yavne West' and located on the Rishon-Le-Zion-West - Pleshet Junction line, both the station and the line are at an advanced stage of construction; A.Gazit.)

#### (xiv). DERAILMENT AT KFAR MENACHEM.

In 'Jerusalem Post' 09.09.2009; by Yaakov Lappin:

Three hurt as train derails near Kfar Menahem.

Three people were lightly injured and 13 more suffered shock when three cars of a train travelling north from Beer-sheba to Tel Aviv derailed on Wednesday (9th.) near Kfar Menahem. Rescue officials flooded the scene, initially fearing a mass casualty incident. "At first we feared that the cars were overturned and there were trapped passengers, but we were glad to see that the train remained upright, resulting in a few light injuries. The rescue operation was not complex," Fire and Rescue Service spokesman Moshe Amar told the Post "Four fire-fighting crews from Kiryat Malachi and Ashkelon burst open the doors of the derailed train, which had been disfigured in the derailment, to free the passengers. Passengers reported hearing a loud noise as the cars went off the rails, and widespread alarm following the accident. Israel Railways is investigating the incident, and has halted train traffic in the South to repair the damaged track. We neutralized sources of electricity and potential fuel leakage points - anything that could have caused a fire" said Amar.

More information:- Train No. 110 which was en-route from Tel-Aviv and Beer-Sheva, passed at about 11:15 a loop near

Kfar-Menakhem. The train consisted of two IC3 Flexliners coupled together, and while passing the turnout, two coaches of the rear train (which comprised three articulated coaches) suddenly derailed but remained standing, off the rails. As a result, 18 people were affected, of which 3 were injured, 5 lightly injured, and 10 suffered shock.

Many emergency and rescue teams as well as railway teams - including the General Manager Mr. Harel (Haki) himself - arrived at the site shortly after the event, starting to evacuate the passengers.

The Railways' administration tried initially to keep traffic running between Beer-Sheva and northwards by using the freight-only line running from south of Kiryat-Gat to Ashkelon, but this proved unrealistic, so it was decided to close the whole line between Lod, Na'an, Kiryat-Gat and Beer-Sheva until Friday morning, 11.09.09 due to track repair works.

It should be mentioned that only two hours after the event the unhurt evacuated passengers continued northbound by a special evacuation train on which water bottles had been given to the passengers by the railways team; southbound, the railways provided taxi services to those who wished.

The Railways' General Manager Mr. Yitzhak Harel (Haki) appointed a special investigation committee. Later that day, at 17:21 the railways published in a press release their first conclusions about the possible reason for the derailment, according to which, about 5 km south of Kfar-Menakhem, the driver (who has 17 years' experience) felt shocks and vibrations which became stronger as the train continued running; he calmly applied the emergency brakes from 7 km/h until standstill though derailed.

It had been found that the train shield hit an unidentified object laid between the rails, and while being dragged by the train this caused to 2 wheels to be lifted off the rails and eventually to the whole derailment. The railways sources mentioned that although every aspect must be checked, a technical failure of the train seems unlikely since this very train returned recently from repair abroad and had been entirely inspected by an external company.

[The set No. 46 had been returned to Denmark following damage during the Lebanon War; presumably it will need further repairs now, if this is still possible.]

But in this case the Transport and Roads' Safety Minister Mr. Yisrael Katz appointed an investigation committee of his own in which the members - in addition to those of ministry and the railways - are: Deputy General Manager for Planning in

the ministry, Prof. Yeshayahu Ronen, and Prof. Doron Balasha from the Technion (Technical Institute) of Haifa; the committee, which is to start work immediately, has been requested to publish its conclusions within a few days.

Minister Katz explained that the reason for appointing his own committee is a sequence of railways' safety failure events that occurred recently.

The media made - as usual - a big sensation from the event; their reporters are undoubtedly not aware of the fact that articulated trains are much safer than non-articulated; besides, yesterday 1 person was killed and more than 8 badly injured in car accidents - much more than in the derailment, but nobody made any sensation of this; there is no comparison between public and private transport!

#### **(xv). MOVES TO PRIVATISE HAIFA AND ASHDOD PORTS.**

From ICEJ News:- "The Israeli government approved the privatization of Israeli ports on Wednesday 09.09.2009 and will sell 15 percent of its holdings in the Ashdod and Haifa Port Companies next year in hopes of boosting Israel's economy. The Eilat Port Company was not included in the three-stage privatization process that has been under negotiation since 2005. The government will keep controlling interests in the two ports of 51%. Udi Nissan, director of the Government Companies Authority stated that 99% of its [Israel's] foreign trade is coming through the sea ports, so he hopes that privatization of ports will generate the implementation of measures to improve operations and efficiency. Meanwhile, some Israeli companies can expect a financial downturn in the coming months even though the economy is beginning to improve. Co-director of Business Data Israel, Eyal Yanai, said that many companies will be on the verge of collapse while the economy begins to come out of a crisis."

#### **(xvi). NETANYA BRIDGE.**

From an IR press release of 14.09.09: On Sunday night 13.09.09 the grade-separation road overbridge between Netanya East, the village of Kfar Neter and the southern industrial zone at Netanya West was opened and replaced the level crossing on Road No. 5611 over the north-south main line. The \$8M grade separation had involved removal and replacement of water and fuel pipelines, electricity cables, urban water pipelines, communications cables, a temporary bypass road and bridge construction. IR General Manager Harel announced that The Railways heavy investment in grade separations, which eliminate level crossings, contribute to reduced congestion near railway lines as well as faster and safer travel for private car owners.

#### **(xvii). PLESHET JUNCTION LINE PROGRESS.**

From a press release of 27.08.09 by Isra-Rail Co. Ltd.:

'The heavy travel demand from south of Tel-Aviv (Bat-Yam, Holon, and Rishon-Le-Zion) to Tel-Aviv, creates congestion on the main roads (Nos. 4 and 412) serving these destinations.

Building the railway line between Tel-Aviv Hahagana and Rishon-Le-Zion West (Moshe Dayan) - running along the Ayalon corridor in the median of highway No.20 - is intended to relieve traffic congestion on the roads.

Currently the first track section has been laid north of Yoseftal station and works proceed.

The whole line will be of 18 km double track.

The project consists of 2 stages:

1. Widening the Ayalon corridor and preparing the roadbeds for tracks - this is being carried out by Netivei Ayalon.
2. Track laying - including rail welding - is being carried out by the railways' main contractor - Lesico Engineering - while stations are built by various construction contractors; all of course under the railways' supervision.

When completed, the line will link not only Tel-Aviv with Holon, Bat-Yam, and Rishon-Le-Zion, but from 2011, also further southwards with Yavne West (currently at an advanced stage of construction), then with Pleshet Junction, and thus to Ashdod and Ashkelon, and in the near future with Beer-Sheva by a new line to be built through Shderot, Netivot, and Ofakim.

This will put an end to the need for travelling through Yavne, Rehovot or Beer-Yaakov and Lod, enabling trains to reach Tel-Aviv Hahagana from Rishon-Le-Zion West within 16 minutes, cutting current times by at least 20 minutes.'

From a further IR press release of 14.09.09: 'This week the IR Tenders Committee headed by Mr. Yitzhak Harel selected Shfir Civil and Marine Engineering Ltd. as the cheapest from seven bidders to win the tender for development works between Yavne West and Pleshet Junction.

These works are integral to the building of a double-track line between Rishon-le-Zion West (Moshe Dayan) and Pleshet Junction, to create a continuous link between Ayalon South, Ashdod and Ashkelon, including a new railway station - Yavne West - currently under construction.

The \$24M tender had been published as a Design and Build system for excavation and bridge construction, according to which the detailed design work is carried out by the winning bidder while enabling him to reduce quantities (as com-

pared to original estimates) at other works being carried out.

Works include a 100m bridge, an underground (cut and cover) 1.2km. section where the line will be roofed over, and infrastructures for the tracks. Overall implementation time is 23 months. The section of line is 5km. long (out of an overall length of 17km. between Rishon Le-Zion West and Pleshet Junc.) and should be operational by 2011; the northern section from Tel Aviv HaHaganah to Rishon-le-Zion West should be operational in 2012. Completion of the work by Shfir will enable tracklaying to start between HaHaganah and Pleshet Junction. Eventually a continuous line will link Ashkelon in the south with Nahariyya in the north, thus avoiding the route through Lod.'

#### **(xviii). FOOTBALL SPECIALS.**

IR once again provided trains on a fill-up-and-go system on 15.09.09 between Bnei Berak, Netanya, Hadera West, Binyamina, Haifa Hof-Carmel, Bat Galim, Central-The Eight and stations to Nahariya after a football game between local Maccabi Haifa and Bayern Munich. The last train left Bnei Berak at 00.45.

#### **(xix). DIMONA SHUTTLE BUSES.**

The Transport and Roads Safety Ministry in cooperation with IR has started a free shuttle service of mini buses from Dimona railway station to Beer Sheva North-Universita and Beer Sheva Central, commencing Sunday 06.09.09. Shuttles depart Dimona 05.30, 07.30, 16.30 and 18.30; arrival at Beer Sheva North is 06.24, 08.30, 17.24 and 19.24. On Fridays and holidays departures are 06.30, 08.30 and 10.30, train departures 06.56, 09.00 and 10.56. Saturdays and ends of holidays, shuttle departs 20.00.

#### **(xx). NEAR-COLLISION IN AKKO.**

On 18.08.09, a near-collision between a morning fully-loaded passenger train about to depart Akko station towards Haifa despite a red light, and an empty freight train arriving from the opposite direction occurred; Fortunately the Indusi system stopped the passenger train just before the turnout, without any casualties or damage.

IR's General Manager Mr. Yitzhak Harel announced immediately that the passenger train crew would be suspended immediately, and an external investigation committee - for the first time in the Israel Railways history - would check what had happened.

The media has made - as usual - a 'big balloon' out of the event, claiming that most of the members of external investigation committee are in fact consultants paid by the railways and only one of them - the observer from the Transport

and Roads' Safety Ministry - is not a railway employee, which puts the definition of an independent committee in a very doubtful light.

The IR response was that 'the Higher Safety Forum of which the committee consists was appointed by the Railways Directorate in 2007; they are indeed being paid as external consultants according to a tariff for consultants, as well as according to the tariff of the Finance Ministry's Accountant General'.

### **(xxi). SIEMENS COACHES IN OPERATION - INITIAL IMPRESSIONS:**

Aharon Gazit writes: "On 20.08.09 I travelled from Modi'in Central to Haifa Hof-Ha-Carmel as a passenger by train No. 148 consisting of one of the Siemens-built 9-car formations (including power car/driving trailer), and back by train No. 175 consisting of 9-car formation No. 802, this time in the driving trailer driving cab in order to sample the new train. Here are my impressions:

1. The noise level is extremely low, and even people whispering can hear each other!
2. The air conditioning functions well and is quiet.
3. The seats are comfortable, equipped with armrests between each other; above each seat there is a socket for laptop; the leg-room is more generous than that of Alstom-built single-deck and Bombardier-built double-deck trains.
4. As far as riding quality is concerned, this is extremely good as long as the track quality is good, however, even on small track deformation the SGP bogie becomes 'jumpy' due to the absence of air suspension.
5. The retractable stairs are now working trouble-free after the software has been changed, and the gap between train and platform no longer exists.
6. The entrance doors are narrower than those on the double-deck trains and consequently the passenger flow is slightly slower.
7. But the big disadvantage of the new trains is their weight; even after operating a 9-car formation - instead of 10 as originally planned - the acceleration is extremely slow due to the 440 ton weight against the 246 tons of a 5 car (including power car/driving trailer) of the Bombardier train, resulting in an inability to keep to schedule; our train arrived at Modi'in 20 minutes late mainly for this reason; This problem is to some extent offset by a 738-seat capacity against a 505-seat capacity of the Bombardier train; the Siemens train suffers, however from a length of 238m against 134m of the Bombardier train; this poses a problem at stations with short platforms where passengers are being instructed to pass at least two cars forward!
8. Finally, a real positive point; the driver's

cab is a real masterpiece both environmentally and in terms of comfort!

There are now 4 Siemens trains in operation, and this has enabled the railways - at last - to withdraw from service this week all the remaining old rolling stock; the oldest carriages now are the IC3 Flexliner trains, the first of which date from 1992."

In 'Lok Magazin' 10/2009 p. 28 is a photo and article on the new train sets, by 'GFS':

"The railways in Israel are making a comeback without any comparison elsewhere. Whereas a quarter-century ago the total suspension of passenger services was being seriously considered, in the meantime new lines are being built and the traffic routes expanded. With new rolling stock, the services have become very attractive. Push-Pull trains of the Siemens 'Viaggio' type have been in timetabled service again from July 2009; the first services that had begun in April were suspended in May due to technical problems. Israel Railways has ordered 87 such coaches of the 'Viaggio Light' type from Siemens, with an option for a further 585 vehicles. The concept comprises three basic types - the Standard coach, a version with toilets accessible to wheelchairs, and the Driving Trailer. The coaches measure 26.4m over buffers, are designed for 160km/h and have 82 seats; the Driving Trailer incorporates the Diesel generator for the air-conditioning and has only 27 seats. The floor level of 103cm. allows easy access from most of the platforms. There is also a ramp which can be extended to bridge the gap.

Problems with the door locking were a cause for the problems - their very sensitive settings led to automatic emergency braking. Nine-car sets are now in regular use, mainly on the line Nahariya/Haifa - Modi'in via Tel Aviv and Ben-Gurion Airport, powered by Alstom/Vossloh JT42 Bo-Bo's."

### **(xxii). MADONNA WITHOUT CHILD.**

In order to serve thousands of people due to arrive to the show of the world-famous singer and actress Madonna at Tel-Aviv Yarkon Park (near University station) on 01.09.09 and 02.09.09, the railways operated additional trains on the system of "fill-up and go" from Tel-Aviv University station northbound to Hertzliya, Netanya, Hadera-West, Binyamina, all Haifa and Hamifratz stations, Kiryat-Motzkin, with some extended to Acre and Nahariya; southbound from Tel-Aviv Savidor (Central) to Ashkelon through all Tel-Aviv stations, Lod, Rehovot, Yavne, Ashdod, and Ashkelon; to Beer-Sheva through all Tel-Aviv stations, Lod, Kiryat Gat, Lehavim/Rahat, Beer-Sheva North/University, and

Beer-Sheva Central; eastbound to Modi'in through all Tel-Aviv stations, Modi'in Outskirts, and Modi'in Central.

The Dan bus operator was to provide a bus service (line 99) at the show's end from the Park to Savidor station at urban ticket price.

The railways will also operate additional trains on Thursday, 25.09.09 for the public participating at the show of the singer Leonard Cohen at the Ramat-Gan stadium adjacent to Bnei-Brak station, also on the "fill-up and go" system. Those passengers intending to travel northbound were requested to reach Bnei-Brak station, while the southbound passengers were requested to get to Tel-Aviv Savidor (Central) station (where the services back home were provided); the Dan bus operator provided their bus line 99 to the station at an urban ticket price.

Last northbound train would depart from Bnei-Brak station at about 23:45; trains called at Hertzliya, Beit-Yehoshua, Netanya, Hadera-West, Binyamina, the Haifa Hof-Ha-Carmel, Haifa-Bat-Galim, Haifa Central-the Eight, Lev-Hamifratz, Hutzot-Hamifratz, Kiryat-Motzkin, Acre and Nahariya (not all trains). The southbound trains would depart from Tel-Aviv Savidor (Central) as follows: Last train to Ashkelon at about 00:00; all trains to call at Tel-Aviv Hashalom, Tel-Aviv Hahagana, Lod, Rehovot, Yavne East, Ashdod-Ad-Halom, and Ashkelon.

Last train to Beer-Sheva at about 00:00; all trains to call at the Tel-Aviv Hashalom, Tel-Aviv Hahagana, Lod, Kiryat-Gat, Lehavim-Rahat, Beer-Sheva North-University, and Beer-Sheva Central.

Last train to Modi'in at about 00:15; all trains to call at Tel-Aviv Hashalom, Tel-Aviv Hahagana, Modi'in Outskirts, and Modi'in Central.

### **(xxiii). SAMARIA COMBI-TICKET.**

As an integral part of Isra-Rail Co. Ltd.'s efforts to continue developing co-operation with complementing modes of transport, in order to improve passenger services, reduce overall journey cost, reduce the number of private cars moving on the roads, accidents, and air pollution, a combined ticket with bus operator "Afikim" has been introduced from 01.09.09 on the Tel-Aviv - Rosh-Ha-Ayin North line; it enables passengers to use trains between these mentioned stations and then to continue by bus on one of the "Afikim" lines reaching the Samarian settlements of Oranit, Barkan Mall, and the city of Ariel, and vice versa.

Each ticket is valid for a single journey in one direction only; the price for the combined ticket is around \$3.67 while a rail adult ticket between Tel-Aviv and Rosh-Ha-Ayin North is itself \$3.56, thus the saving!

The ticket is to be sold at railway

stations and "Afikim" bus stations.

"Afikim" who won the tender for operating bus services in Samaria, will provide these with a fleet of 75 buses, succeeding the 'Dan' bus operator who will gradually cease its services in the area.

The co-operation is good news for the Samaritan public interested in reaching the Greater Tel-Aviv Area in the fastest, safest, most efficient, cheapest, and most comfortable way.

#### **(xxiv). HIGH HOLY DAYS.**

The Jewish month of Tishri is characterized by holidays which in 2009 will take place between Friday 18.09.09 and Sunday 11.10.09; as a result the following time table changes will take place:

On holiday evenings trains will operate as on Fridays while on holiday conclusions as on Saturday nights, but additional trains will be operated to supplement services.

Rosh-Hashanah - the beginning of the new Jewish year 5770 - falls this year on Saturday 19.09.09 and 20.09.09; consequently, traffic will resume only on Sunday night.

On Monday, 21.09.09, trains will be operated according to regular Sunday schedules.

On the eve of Yom Kippur, Sunday 27.09.09, trains will operate normally until approximately 11:00 and then gradually services will be reduced and end earlier than usual.

On Monday night 28.09.09 - the conclusion of Yom Kippur, there will be no rail services.

On Tuesday, 29.09.09 trains will operate to regular Sunday timetable.

Starting from the eve of Yom Kippur, Sunday, 27.09.09, trains will be operated according to winter time. The changes will take place only on Fridays and holidays eves when traffic ends earlier and on Saturday nights and holidays conclusions when traffic will start later.

In order to cope with the foreseen heavy demand during the Sukkot semi-holidays 04.10.09 to 10.10.09 seat reservations will not be able on these dates.

The Sukkot and Simchat Torah holidays fall on 03.10.09 and 10.10.09 respectively - both on Saturdays; as a result, trains will operate on Sukkot eve - Friday 02.10.09 - and Simchat Torah eve-Friday 09.10.09 - as on Friday, but with additional trains and according to winter time which means that services will end one hour earlier than before!

At the end of Sukkot and Simchat-Torah - Saturday nights of 03.10.09 and 10.10.09 respectively - trains will operate according to the regular winter time Saturday timetable - which means services start one hour later than before - with additional relief trains.

During the Sukkot semi-holidays

('Hol-Hamoed') - when necessary works are permitted - trains will operate according to the regular winter weekly timetable with additional trains as reliefs.

On Sunday, 11.10.09 traffic return to the regular Sunday winter timetable.

#### **(xxv). TOURIST TRAINS**

Aharon notes: "Further to my report regarding the withdrawal from service of the old passenger rolling stock, according to the press release (which itself was not clear of mistakes), these loco-hauled coaches will not be scrapped but will be operated between Beit-Shemesh and Jerusalem (the old rebuilt line) as a tourist service." No more is known as yet; of course one advantage is that the windows on some older coaches can still be lowered.

#### **(xxvi). ASHDOD BUS LINKS.**

Starting from 21.09.09, the services to/from Ashdod Ad-Halom railway station will be much improved by new feeder bus services, routes 21, 22, and 23, which will serve Quarters 10, 11, 12, 13, and 15 of the city; details are available at the railways' website.

#### **(xxvii). THEATRE TICKETS.**

The railways and the Northern Theatre located at Kiryat-Haim (northern Haifa), a few minutes walk from the local railway station, are providing passengers visiting the theatre with 1+1 ticket free for a show by introducing the train ticket for the certain week; additionally, there are reductions on ticket price for children shows: a ticket for 4 shows at \$53.8 instead of \$58.60; a single ticket at \$13.44 instead of \$18.82.

86:05.

### **LIGHT RAPID TRANSIT.**

#### **(i). A COVER-UP!**

From a press release of 24.08.09 by the Jerusalem LRV concessionaire CityPass:

"Last week a new traffic arrangement was introduced in Jaffa Street along the pilot section between Zahal Square (at the eastern edge of the street and the municipality building), and Heshin Street (near the Generali building).

In order to protect the paved track sections, and at the same time enable the works on the northern track (so far used by public transport) to be carried out without disruptions, the paved track section has been covered by geotechnical sheets and onto this an asphalt layer has been added; thus the track is protected and buses can use this as their lane.

Due to the success of the arrangement it has been decided to continue with the same system on the main section of Jaffa street between Heshin Street and

the Davidka square.

Unlike on the pilot section, here the two tracks already exist, and the majority of works included infrastructures, erection of poles for overhead wires, paving up to shop doors, erection of street furniture, planting of trees and building the northern platform of King George St. station."

#### **(ii). TRIAL RUNS AT LAST.**

From a press release of 17.09.09 by the Transport and Road Safety Ministry.

"The Transport and Road Safety Minister Yisael Katz announced on 16.09.09 during a visit to the Jerusalem LRV depot located in northern Jerusalem that the first test run of the vehicles is to take place within 45 days along different sections of the Red Line. Katz said that it has been made clear to the project's designers that no further delay regarding completion of infrastructure works or commencement of operations is acceptable. The date of 09.09.10 is final and must be strictly adhered to by the concessionaires! The managers of City Pass informed Minister Katz that all LRV infrastructure works would be completed within six months. "

(The Minister has also succeeded in raising the budget for making all modes of public transport more accessible to the disabled from \$13.5M to \$20M.)

#### **(iii). ARTICLE: JERUSALEM'S FIRST TRAMLINE.**

Although we have reported regularly on the progress (or more often, lack of it) in previous issues, the latest number of Fern Express (No.103, III/209, pp.48-51) has a useful overview (albeit rather positive and optimistic!) by Martin and Brigit Frey of Basel on the project, bringing together several facets.

### **Construction and Dedication of the Calatrava Bridge.**

The first 13.8km. light railway of Jerusalem runs from Pisgat Ze ev in the north to the Mt. Herzl in the south-west of the city and should enter service in 2010. Before the final tracklaying was completed, in March 2008 a very important component in the route's infrastructure was at least largely prepared - the erection of montage of the beautiful Calatrava Harp Bridge with its tip at 118m, a monument pointing towards Jerusalem.

From January 2008 onwards and with the aid of the largest crane in Israel the bridge builders managed in this period to fit the 66 white steel cables, each 4cm. thick and all of which reach to the 118m high tip; the workers had to complete the final stages by June 2008 in some haste. The yellow weights on which the 2,600-ton bridge rested were removed, and the area underneath the bridge completed with a mosaic of Jerusalem stones.



The world-famous bridge-builder Santiago Calatrava had designed this structure. He has offices in Zürich, where he had also transformed the old station of Zürich-Stadelhofen with his architectural sensitivity and through installing several sweeping overbridges. Calatrava let himself be inspired for this bridge by the words of Psalm 150 - "Praise Him with the harp, praise him with trumpets, praise him with Psalter and harps." So the bridge structure is reminiscent of a harp, pointing towards the heavens, indicating the special status of Jerusalem as a place where mankind can encounter God. The architect and constructor himself said, I have built over 540 bridges in the whole world, but I am especially proud of this one.

The new cable bridge for Jerusalem's first light railway was dedicated on 25th. June 2008 in Santiago Calatrava's presence. Thousands of people assembled to witness this festival with many skilful lighting displays and illuminations of the bridge's structure at the entrance to Jerusalem. There were fireworks, dramatic performances, songs and speeches at this celebration in Israel's capital. During the construction period the costs for the bridge rose threefold to 246M Shekels (46,730,000 Euro); but its builder has created thereby and in a masterful fashion the link between the older, biblical Jerusalem of the Old City and the new-built Jerusalem from after 1948 along the road to Mount Herzl.

### Route and Tracklaying.

The future tramway will give the city a wholly new atmosphere, very important for a city like Jerusalem. Some 5,000 trees should be planted along the line, a city to which one should come, as Psalm 122 says. Pedestrians should be able to move at will and the traffic chaos in the centre, especially along the busy Jaffa Road, should be eased with Jerusalem's Rakevet Kalah - (Hebrew for light railway). For this first line, also referred to as the Red Line, including possible future extensions to the north and the south-west, large Park and Ride car parks are being built at strategic spots.

In the underground car park at Mt. Herzl is place for 530 cars; from Pisgat Ze'ev in the north the first line heads down to French Hill, near the tram depot, and in only 10 minutes reaches the city centre. At the edge of the Old City (Zion Square) the line bends to the West. Following the Jaffa Road, it reaches the important stop at the Central Bus Station, which from 2014 should also be the terminus of the newly-built railway line to Jerusalem. From here numerous bus connections all over the country are possible. Over a ramp the Alstom low-floor tramcars reach the mighty Calatrava harp bridge and then enter the Herzl Road which they follow until the ter-

minus at Mount Herzl near the Herzl Museum. All the tracks along here are ready and surfaced with stones.

In autumn 2004 the excavation and trackworks for the new railway began; in December 2005 the firm City Pass began laying the tracks, but in an incorrect manner so that they had all to be removed and relaid. This has led to an extension of the construction time by some two years.

At many construction sites, and along the blocked streets, posters announce the coming of the new tramway. Some offer apologies in Hebrew for the delays and the consequent additional problems caused thereby. Despite great traffic obstacles and a lot of noise during the construction period this project will bring Israel's capital many advantages. Jerusalem's water and sewage systems can be economically extended and modernised. During track construction workers discovered in Shuafat then remains of an old Roman-Jewish settlement - clearly planned by Roman authorities, with regular rows of houses and two bath houses at the north side.

The section of track between Mount Herzl and along the Herzl Boulevard to the harp bridge is now ready for operation - at present tracks along 12km. of the 13.8km. route are complete. At the end of November-December 2008 the tracks were laid across the new bridge; in July 2008 another section at French Hill below the depot was laid, with some difficulty due to the amount of traffic - everything had to be planned very carefully with bulldozers, diggers and the Trax machine inching their way along the construction length. This section was built quickly but punctually in the time allowed - the welding teams went carefully to work and the section was also set quickly into concrete. Any hollows which developed were quickly filled and the tracks prepared for their future operation. This section is therefore also ready for the final stages of work.

On 04.08.08 City Pass began the works on the most difficult section of the whole route - from the Bus Station along Jaffa Street towards Zion Square. This section was prepared for relatively swift tracklaying - also in view of the needs of the local residents and businesses for a safe building site. Track construction began at the centre as well as the eastern end. Bus lines were diverted to neighbouring streets, though never more than 150m away from their normal routes. The road was kept available for one lane for as long as possible during tracklaying work, but in November 2008 traffic was almost wholly blocked for the works were now being carried out on both sides of the street simultaneously to save time. The postal and refuse collection services were maintained by various means during the works, as well as access to the shops. Some of the divert-

ed bus lines remain in operation for longer so as to enable the works to be completed by October 2010. The final works will now be carried out systematically along the full route, with the electrification.

### Vehicles and Future Operations.

The French Alstom works in La Rochelle are building the 46 trams ordered - to type Citadis 312. This design is based on those for Lyon and is also used in several other European cities. The trams are modified for Israel's security situation, with bullet-proof windows and rounded, slim design. No mechanical parts are visible, and therefore these are less obvious to a potential terrorist.

30 of the cars have been completed; the remaining 16 are currently being built by Alstom in France and will be prepared for operation in 2010. The initial cars were delivered to Ashdod Port about a year ago and initially stored in the empty IAI-RAMTA halls in Beer-Sheva previously used for erection and fitting-out of the IR double-deck coaches and IC3 diesel units.

On 07.05.08 the first tram reached Jerusalem and the new depot constructed near French Hill. This is where the tram trains are currently stored. During construction of the project the costs were multiplied several times over. In 2014 when the new railway is completed it should take only 35 minutes from Tel Aviv Airport to Jerusalem. The hole for the future station in Jerusalem exists already next to the Central Bus Station..... through the connection from here through the pedestrian area to the Old City a function for the new trams is already envisaged. Possible future extensions are from the terminus at Pisgat Ze'ev northwards to Neve Yaakov and from the south-western terminus to Hadassah-Ein Kerem hospital.

A parallel project with tram-buses, the Blue Line is already under way to complement the light railway. From the south of Jerusalem at Gilo, along the Hebron Road, it will lead across Keren HaYesod to the city centre, along the Golda Road to a northern terminus at Ramot. Modern shuttle buses of the French Cibus and Translor and German Tramoto types will be used. The bus drivers will activate the traffic lights, and at the tram stop Zion Square and at the bus stop Strauss the two lines should cross, from 2010.

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## TENDERS.

(i). Tender No. CA/SR/04/09: Agreement for Cleaning Services at Stations, Offices and other sites all over the network, as well as initial Cleaning of Rolling Stock. The tender is divided into two areas, Northern and Southern. Quotations for each will be considered separately. The contract is for 36 months with optional extension of up to a further 36 months. Bids by 02.08.2009.

(ii). Tender No. MC/SR/04/09. Framework agreement for providing Repairs and /or Rebuilding services for Radiators of Railway Diesel Engines. Contract for 36 months with optional extension of up to further 36 months. Bids by 18.08.2009.

(iii). Tender No. MS/RC/8/2009: Permission to Rent the following old and unused Railway Station Buildings: The old building at Kiryat Motzkin (wooden, British style); Nesher-Tel Hanan (east of Haifa); Zichron Ya'akov (north of Binyamina); Na'an Junction; Ahituv; Nahal Soreq; Bar Giyyora (on the old line to Jerusalem); Erez-Yad Mordechai (at the Gaza Strip border). The contract is for 60 months, bids by 13.08.2009.

(iv) Tender No. MC/RC/11/2009. Permission to operate Cash Dispensers at Railway Stations. The contract is for 60 months with optional extension of up to additional 24 months. Bids by 24.09.2009.

(v). Tender No. TN/MT/05/09: Frame agreement for providing passengers' counting services, including surveys, statistical analysis, data processing, and information analysis. The contract is for 12 months with optional extensions of up to additional 36 months. Latest bidding date: 12.10.2009.

(vi). Tender No. HN/KB/12/09: Double-Tracking and Upgrading the Acre-Nahariya line section between km 21.400 and km 28.900. Works include: preparatory works, earthworks, pavement of roads and sidewalks at level crossings, drainage, supporting walls construction, lighting, signalling, and communications, gardening and irrigation. The tender includes 2 structures:  
Structure 01 : works to be carried out and are already at a fixed and final price.  
Structure 02 : works to be carried out but are not yet at a final price.  
Implementation time: 20 months. Latest bidding date: not yet available.

(vii). Tender No. MS/RC/2009/16: Permission to introduce a mobile stand for selling Coffee, kosher Food and Drinks (excluding cigarettes unless otherwise specified), as well as foldable tables and chairs to be removed at the end of each day, at Tel-Aviv Savidor-Central station. The contract is for 36 months with optional extensions of up to additional 24 months. Latest bidding date: 29.09.2009.

(viii). Tender No. MS/RC/2009/13: Permission to install and operate automatic Machines for sale of Cigarettes at Railway Stations and railway sites. The contract is for 12 months with optional extensions of up to additional 24 months. Latest bidding date: 10.09.09.

(ix). Tender No. MS/RC/2009/14: Permission to introduce Mobile Stands for sale of Coffee, Drinks, and kosher Bakery Products at Haifa Central-the Eight station; Tender No. MS/RC/2009/15: The same as above, but for Netanya station. The contract for each station is for 36 months with optional extensions of up to additional 24 months. Latest bidding date: 10.09.09.

## Other Middle East Railways

### A. UNITED ARAB EMIRATES.

Notes in 'Rail' (622, p.9) and other British magazines of July 2009 report that Richard Bowker was due to stand down as a Director of National Express East Coast, the subsidiary company which has operated the East Coast Main Line in Britain since 2007 and which is speaking of handing the franchise back to government, and will leave the company on August 31st., and will take up an unspecified position - 'a rail job in the United Arab Emirates.' Bowker has had previous experience working for Network Rail, the infrastructure provider which 'crashed.'

### B. DUBAI.

In the 'Bulletin' for Spring 2009 of the British Overseas Railways Historical Trust (BORHT) p. 3 is an item: "The British contribution to world railways is alive and kicking. Our Treasurer, Ken McQueen, is working out in Dubai with a number of his compatriots on the international project which is creating the Dubai Metro. With only 100 days to go to the proposed opening date 09/09/09, for the 53km. Red Line of the Dubai Metro, activity in all areas is reaching a peak. Some 27,000 workers are now reported to be involved in the construction of the 29 passenger stations, 4 of which are underground, and 2 maintenance depots. The trackworks and power rail (supplied by UK Company Brecknell Willis of Chard, Somerset) are completed and 750Vdc power is now available to the automatic driverless trains being tested along the entire route.

Most of the route is on a viaduct close to the main road artery from Jebel Ali in the East to the International Airport in the West. At each end of the line comprehensive Depot facilities are at present being commissioned. It is expected that the month-long Systems Demonstration Test will take place in July leading to the final phase of Pre-Service Operations and Training before Revenue Service Date."

Two small photos show what used to be called 'futuristic' designs of train and station - but of course, the Future has now arrived!

An article in 'Welt am Sonntag' 20.09.2009 p.46, the 'Property' Pages, on Dubai gives some interesting background context:-

"This time a special festival was celebrated at the end of Ramadan. On 9th. September the Metro was inaugurated in Dubai, a 52-km. long line which runs almost silently and elegantly between the canyons formed by the skyscrapers, and for a part of its course runs along the sea shore. For inhabitants of the city, plagued by traffic jams and needing to spend over two hours in nose-to-tail traffic, it is a new lifeline. The Metro glides past all obstacles and combines the view of fast progress with the hopes for an end to the crisis.

The Burj Dubai, with 818 metres the tallest building in the world, should also be inaugurated at last. One possible date for this would be 2nd. December, the national holiday for the United Arab Emirates. The fact that the Italian fashion designer Giorgio Armani has decided to open an hotel in several floors is another hopeful sign in the recession.....

One can now see what a positive move it was when Dubai's ruling family passed a law in 2002 allowing foreigners to purchase real estate. .... "Dubai is doing OK" says Oliver Parche from the German-Emirates Chamber of Trade. "Of course there are cashflow problems, but investment is being made into the city's image, the infrastructure is being improved. Construction of the largest airport in the world continues, and formerly lower-priority projects such as road-building, pipes or drainage are now being worked on. The Crisis was good for this at least, the quality of life will improve. Only skyscrapers are no longer being built, for 'the amount of empty office and residential space is enormous...." Until a year ago every third crane in the world stood in Dubai, and global capital was pumped into hotel, busi-

ness and residential complexes. Speculation drove the prices ever higher... but in early 2008 came the slump. ...All work has stagnated for months now on the three Palm Islands off the coast.. On Palm Jumeirah, the most-built of the islands, construction work has stopped and the wind blows sand into unfinished skyscrapers and dried bushes surround the building sites as though the desert seeks to reclaim the land. Thousands of expatriates, the planners, architects and developers who sought their fortune in Dubai, have left the country. (Until the third quarter of 2008 33 people arrived per hour - they all had top jobs and needed flats, schools and other facilities. But the time of quick money and no taxation is past. By the end of 2009 Dubai's population will have sunk again by 17%, house prices have already dropped by 50%. .... At the moment Dubai is sitting on 80 Billion Dollars of debts; in February the neighbouring emirate of Abu Dhabi had to provide an emergency credit line of \$10 Billion so that Dubai could continue to meet its obligations....")

So not everything that glitters is gold!  
It could be sand crystals!

### C. EGYPT.

(i). 'CLASS 66' DIESEL LOCOS.  
An article in 'Railway Gazette International' 05/2009, actually datelined 20th. May and sent as a link, states: „Commissioning has begun in Cairo of the first 15 of 40 Electro-Motive Diesel JT42CWRM locomotives being supplied to Egyptian National Railways. They are the first locomotives from the Class 66 family to be delivered to a customer outside Europe. The JT42CWRM locomotives will be deployed on passenger trains, with EMD providing technical support to ensure the availability required to meet ENR's future motive power needs.

They have 12-cylinder 12N-710G3B engines, and EM2000 microprocessor controls which provide diagnostic information for maintenance. The cabs are air-conditioned and have easy-access emergency exit doors. 'EMD is proud to deliver one of its most reliable locomotives into service at ENR' said Albert Enste, Vice-President International Sales & Service. 'The JT42CWRM has been in service throughout Europe for over 10 years, and EMD is pleased to bring its experience with the JT42CWRM to the passenger service in Egypt.' EMD has supplied locomotives to ENR since the 1950's, and says the state railway will have a total of 681 EMD-powered locomotives when deliveries of the current order are completed in the third quarter of the year." A photo shows the livery as a deep blue with a lighter-blue area at the cabs and a white triangular flash behind the cab windows. A video showing one of these locos hauling ten (French-built?) coaches can be found under [http://www.youtube.com/watch?v=UtoZToOC\\_PI](http://www.youtube.com/watch?v=UtoZToOC_PI) and another on the General Electric ES 40 ACI at [http://www.youtube.com/watch?v=ffMe\\_sbiU-Q](http://www.youtube.com/watch?v=ffMe_sbiU-Q)

### (ii). NEW LINE TO SUDAN

From 'Fahrplancenter News' No. 45 p.25:-

"The Egyptian Government wants to build a railway line from Aswan via Abu Simbel and Toshka to Wadi Halfa in Sudan. The costs are notified as \$US500M."

### (iii). EAST GERMAN NARROW GAUGE DIESELS.

In 'Lok Magazin' 09/2009 p. 21 is an article about the 50 Years of the Type V10C narrow-gauge 0-6-0D built by VEB Lokomotivbau Karl Marx in Potsdam-Babelsberg from 1959 to 1975. In this time a total of 496 locos were constructed, and some were exported to lands such as "China, Bulgaria, Egypt, Poland and the then. USSR." Presumably for the sugar railways?

### D. LIBYA.

In 'C.R.J.' No. 18, Summer 2009, p.547: "In January 2009 came the news that China Railway Construction Corporation, the country's second-largest state-owned construction company, had secured a \$805 Million contract to build a 172km. section of railway in Libya, with the project scheduled for completion in 54 months. It is not known which section of line is involved."

### E. TURKEY.

In 'C.R.J.' 158, Summer 2009 p. 528 is a review of 'Turkey, Preserved Locomotives and Railcars, 2009 Edition'. "Compiled by Brian Garvin, 16 pages, 21 x 14.5 cm., no illustrations, card covers, no ISBN. Published by the Locomotive Club of Great Britain, LCGB Sales, 21, Pastern Place, Downs Barn, Milton Keynes, MK14 7RB, price GBP 3.10.

.....All known preserved locomotives and railcars in Turkey are listed, including steam survivors not officially preserved, a total of some 180 items. These are listed by alphabetical order of location, and the information given for each item comprises (so far as available) the gauge, former owner, number, wheel arrangement, builder, works number and year of construction, and last observation date. An index is provided to help users of the booklet to find the current location of any particular locomotive. This booklet is a welcome addition to the LCGB's publications list."

### F. SAUDI ARABIA.

#### (i). SIEMENS ACTIVITIES.

In 'Lok Magazin' 09/2009 p. 18 a brief item on Siemens:- "The rail link between Dammam and Riyadh in Saudi Arabia has been equipped with the most modern signal and telecommunications facilities from Siemens Mobility. Operations on the over-1,000 km long line commenced in June 2009, using the new equipment. The section of line envisaged for passenger traffic, 449km. long, is equipped with the European Train Protection System ETCS - this being the first time such equipment has been used in the Arab world."

#### (ii). NEW LINES.

In 'Fahrplancenter News' No. 45 p.20:  
"At the end of April [2009] construction works began for the Haramain High Speed Line Makkah (Mecca) - Jeddah - Madinah (Medina), which is being built by the Saudi-Chinese consortium Al Rajhi Alliance. This consortium was only definitively established in March 2009, ready to undertake work on the project which should cost 6.8 Billion Riyal (ca. 1.4 M. Euro). This railway will only be accessible to members of the Moslem faith, as Mecca and Medina are the most important places for pilgrimage. In Jeddah there will therefore be a station in two sections, one part for the line to Mecca and Me-

dinah, and one part for the general Saudi railway system, which is also under development.

The 'normal' network is being worked on intensively. The detail planning for a direct line from Dammam via Riyadh to Jeddah is being pursued, together with environmental assessments. This project is named 'Land Bridge' and there are already four consortia available for choosing. If possible, construction work should start this year. The government is pressing for a very swift completion, for with this railway the goods transits will be speeded up by ten days and will no longer need to take the pirate-ridden sea route via Aden. In addition a punctual connection with the planned railway network on the Gulf of Kuwait and to the Arab Emirates is planned. The works on the North-South line from Riyadh to the border with Jordan are also well advanced. The eastern branch of this ca. 2,400km. system, which should link the phosphate and bauxite mines at the industrial city of Ras Az Zawr, itself also under construction, with the Gulf coast, should be ready for operations in 2010. The western arm of this system, from Riyadh via Haditha on the Jordanian border should be ready for passenger and goods traffic in 2012. The Saudi Government is already pressing the Jordanian, Syrian and Turkish governments to proceed swiftly with the planning of the lines further north, for Saudi Arabia wishes to transfer the majority of its trade with the European Union to rail, and therefore requires the link Haditha - Istanbul. All lines will be so built that they can be electrified later or additional tracks can be laid.

All this means major changes for the city of Riyadh. The railway lines are to a large extent being built through the city and several stations will be built within the urban area, in order to allow urban and suburban services to run as well. An integrated network of tramways, buses, suburban trains and eventually an Underground Railway is planned. In addition the main workshops for both rolling stock and infrastructure will be established in Riyadh, since the city occupies a central position in the railway network. In Riyadh alone some 8 Billion Riyal is being invested, not counting the numerous measures required in terms of road building (access roads to stations, realignment of roads, building of under- and overbridges etc.) These works and the 12 Billion Riyal works on the South-North line are being carried out by firms from China, Saudi Arabia, Australia, the USA and France. The Women's University in Riyadh will get an 8km. long monorail connection.

Things don't always work without problems. In many areas the railway lines must be constructed on long bridges, in order not to sink into the sand. Then there are conflicts with farmers, who do not wish to see a railway line cutting through land where their families have lived and worked for centuries. But here the Royal House can sometimes work to arbitrate, or very high compensation sums are paid. In a very few places the line's alignment is even altered. In order to enable farms that have been so divided to continue to be worked, work was begun on many underbridges - though it was then discovered that these were not effective. The camels refuse to let themselves be driven through tunnels, since these animals panic when they can no longer see the sky. Since no Saudi farmer can or will manage without his camels, the Government had quickly decided to build wide overbridges instead of the underbridges.

Everything is being done to make the

country less dependent on air traffic and cars, to improve the mobility of the population and to transport goods inland and abroad quickly and cheaply. The oil resources will soon be used up, and so the transfer to new ways of thinking and of mobility must happen now, whatever it costs - the money is still available."

### (iii). MASS CONVERSIONS.

#### From Marc Stegemann I have received a few links of interest:-

'Daily Telegraph' (online) 11.02.2009: "CHINA WILL BUILD SPECIAL RAILWAY FOR MUSLIM PILGRIMS IN SAUDI ARABIA.' By Malcolm Moore, Shanghai correspondent:-

"Hu Jintao, the Chinese president, is currently in Riyadh on a three-day tour, during which the deal was announced. A 230mph rail link between Mecca and Medina will cut the four to five hour-long car journey between Islam's two holiest cities to just half an hour. In particular, the train will help alleviate congestion during the Hajj, the obligatory annual mass pilgrimage of three million worshippers to Mecca. In the past, crush of worshippers has resulted in some pilgrims being trampled to death.

'This train will be able to rapidly evacuate the crowd at the peak of the Hajj', said Yang Honglin, the Chinese ambassador to Saudi Arabia, adding that the line will have a maximum capacity of five million people a year.

The railway will be built by China Railway Construction Corporation, together with a Saudi Arabian company and an unnamed French firm. The deal is said to be worth GBP 1.2 Billion and should be completed by 2013. The Saudis contacted the Chinese last month, after deciding at the end of last year that they would spend 3.6 Billion Pounds on five light rail systems linking Hajj locations, including Mina and the Hill of Arafat.

It is the first time that the two countries have signed a major public works agreement, although Huawei, the giant Chinese telecommunications company, is already the largest supplier of communications during the Hajj. .... 'Saudi Arabia is the biggest oil exporter to China. We value the role it plays and look forward to strengthening cooperation in this field', said the Chinese foreign ministry. Trade between the two countries has doubled since 2005 and rose 65% last year to 28.7 Billion Pounds. Sinopec, the Chinese state-owned oil company, is negotiating a deal with Saudi Aramco to build two refineries in Saudi Arabia. Chinese officials said there are now 62 Chinese companies working in the kingdom, employing over 15,000 Chinese workers...."

But then, from DPA 10.09.2009: "MASS CHINESE CONVERSION TO ISLAM TOUTED BY SAUDI GOVERNMENT"

"Riyadh - A mass conversion of Chinese workers to Islam in Saudi Arabia should quell domestic criticism about hiring of non-Islamic foreigners, the government said Thursday. The ceremony included 660 Chinese workers who came to Saudi Arabia to work on a railway project, according to media reports. While witnessing the ceremony, Abdul Aziz al-Khudhairi, Mecca governorate undersecretary, said that this is a 'direct response to critics of the government for contracting Chinese.'

In March, Saudi Arabi awarded a \$1.8-Billion infrastructure contract to a consortium including a unit of Chinese Railway Construc-

tion Corp. for the 450-kilometre high-speed link. Some Muslims had been critical of the decision to hire non-Muslims to build a railway linking the Red Sea port city of Jeddah with the holy cities of Mecca and Medina. 'We received hundreds of letters opposing the signing of a contract with the Chinese company and demanding that Muslims be contracted', al-Khudhairi was quoted by the 'Saudi Gazette' newspaper as saying. 'These 660 represent around 10 per cent of the 5,000 working on the Haramain train', al-Khudhairi added.

And as proof of this cynical misuse of religion for political and commercial ends (the Editor's opinion), the 'Saudi Gazette' itself, on its website of 10.09.2009, had:-

"Makkah: 660 Chinese nationals working on the Haramain train construction project have embraced Islam in a ceremony in Makkah. Abdul Aziz Al-Khudhairi, Makkah Governorate Undersecretary, who witnessed the declaration of the shahada described the event as a 'direct response to critics of the government for contracting a Chinese company.' 'We received hundreds of letters opposing the signing of a contract with the Chinese company and demanding that Muslims be contracted', Al-Khudhairi said. '660 of them have now embraced Islam.' Now those who were calling for them to be dismissed are happy at their embracing Islam. The numbers will also go up, as this is only the beginning, and represents around ten per cent of the 5,000 working on the Haramain train.'

Al-Khudairi demanded that 'our conduct reflect the teachings of our religion and our words should match our deeds to have an effect on people.' 'We must also respect human rights', he added. Meanwhile, as many as 2,722 people have embraced Islam at the Co-operative Office for Call, Guidance and Awareness of Communities in Al-Taif Governorate. The Office's Director General Mohammed Bin Ibrahim Al-Sawat pointed out that the office had also distributed during that period 1,247,694 copies of the Holy Qur'an, religious books and pamphlets as well as 225,9012 religious cassettes."

### (iv). MECCA METRO.

In 'Lok Magazin' 10/2009 p.18: "Knorr-Bremse will fit the new Metro in Mecca with braking systems and the stations with sliding doors on the platforms. Knorr-Bremse is delivering complete braking packs for the 17 twelve-car Metro trains and the platform doors for nine stations."

## G. IRAN.

From 'Fahrplancenter News' No. 45 p. 21.

### (i). BAM-ZAHEDAN.

"In spite of negative headlines about its politics, there are also positive developments in Iran - in terms of the construction of Railways. Almost punctual - that is, with only three months' delay - the line from Bam to Zahedan was completed. Works on the line Esfahan - Shiraz are also advanced and according to Iranian sources traffic should soon commence.

The 925km. line Tehran - Mashhad will definitely now be electrified. 20 passenger trains and approximately 16 goods trains traverse this line in each direction, not counting those trains which traverse only a part of the route. It is the busiest line in Iran, and with the construction of further connecting routes a dou-

bling of traffic is forecast by 2015."

From p. 25: "The 323km. line Bam - Zahedan was completed on 9th. June 2009 and on this day a special train operated. Since there were still a few minor works to complete, goods traffic was to begin on 14th. August and passenger traffic in October 2009. According to Iranian media the line has 11 bridges (the longest of which is 400 metres long), and 20 tunnels with a total length of 5.32 km. In this manner the railway system of the Indian Sub-Continent has gained direct access to the networks in Europe, Asia and the Near East."

### (ii). IRAN - TURKMENISTAN - KAZAKHSTAN.

From 'Fahrplancenter News' No. 45 p. 25:

"In July 2009 construction work began on the new standard-gauge line from Uzen in Kazakhstan, through Turkmenistan to Gorgean in Iran, 677km. Long. In a later stage a further standard gauge railway should be built from Uzen to Drushba on the Chinese border, whereby a direct standard gauge link between Iran and China will be created."

### (iii). POLITICS.

'Harakevet' tries on the whole to keep out of political issues, but sometimes it is necessary or relevant to report on partisan political developments; Here as an example is part of such an e-mail received from an American pressure group:-

From United Against Nuclear Iran: Time is running out to send the Los Angeles MTA Board Members the message that you do not want your tax dollars going to corporations that support Iran's nuclear program and facilitate Iran's brutal repression of its own people.

Tomorrow the Los Angeles Metro Transit Authority (MTA) Board is scheduled to vote on whether to open the bidding to Siemens for a \$300 Million contract to make rail cars for the LA subway. We can send a message to the MTA Board and other relevant city officials demanding that our tax dollars not go to corporations like Siemens and AnsaldoBreda that support Iran's nuclear program and facilitate its brutal repression of its own people.

Now, more than ever, Iran relies on international corporations to support its fragile economy, to fund its nuclear program and to perpetuate its brutal dictatorial theocracy. By doing business in Iran companies like Siemens and AnsaldoBreda provide the last support for the faltering Iranian economy and facilitate the regimes diversion of funds to its illicit nuclear program. The events currently unfolding in Iran reveal the brutality of the Iranian regime.

The suppression of those who have sought free and democratic elections underscores the thuggish nature of the regime while innocents like Neda Agha-Soltan have been murdered.

Most recently the Wall Street Journal reported that Siemens was providing the Iranian regime with the technology it needs to spy on Iranians, monitor their communications and activities and to brutally crackdown on dissent: "The Iranian regime has developed, with the assistance of European telecommunications companies, one of the world's most sophisticated mechanisms for controlling and censoring the Internet, allowing it to examine the content of individual online communications on a massive

scale...The monitoring capability was provided, at least in part, by a joint venture of Siemens AG, the German conglomerate, and Nokia Corp., the Finnish cellphone company."

And according to the LA Times "... Breda is owned by Finmeccanica, a conglomerate of defense, aerospace, energy and transportation companies, which has deals to provide Iran with 44 gas turbines through its subsidiary Ansaldo Energia".

Please ensure that your hard-earned money does not go to companies that provide an economic lifeline to Iran and the Ayatollah."

*It is of course ironic but true that Siemens is also currently supplying Israel Railways with stock! The Editor.*

## H. SYRIA.

### (i). SYRIA - IRAQ.

From 'Fahrplancenter News' No. 45 p. 21.

"On 30th. May 2009 the Syrian State Railways CFS commenced goods traffic from the Mediterranean port of Tartous via Aleppo and El Qamishlie to Baghdad. Although there are still many political differences between the two countries, the Ministers for the Departments for Transport, Economics and Finance in each country had negotiated this re-opening over the past few months. In Iraq during this time the line from Baghdad via Mossul to El Yaroubieh, the Syrian border station, was being checked and repaired. The goods trains, which should work at least once per week, require 72 hours for the 1,430km. route Since the tariffs are 50% lower than the costs for road transport, this link could soon play a significant role for the Iraqi foreign trade."

### (ii). SYRIA - TURKEY.

From 'Fahrplancenter News' No. 45 p. 20:

"The through 'Toros Express' between Haydarpasa and Aleppo has not worked for some time. The withdrawal was the result of works on several sections of line, the regions of Eskisehir and Konya being the most severely affected.

In order to maintain a link across the Turkish-Syrian border the Syrian Railways CFS have decided, with the help of the Turkish TCDD, to establish a night link between Aleppo and Mersin. The new train conveys only Syrian 1st-Class coaches and works twice-weekly in each direction. The fare for the entire route is 43.50 Turkish Lira (\$21.05) and the following timetable is valid until further notice:-

Tues./Fri. Mon./Thurs.		
23.00	dep. Mersin	arr. 06.20
00.05	dep. Adana	arr. 05.25
04.15	dep. Islahiye	arr. 02.50
05.30	dep. Meydan Ekbez	arr. 01.00
08.20	arr. Aleppo	dep. 21.00

## I. HEDJAZ RAILWAY. 2010 RAILTOUR.

'GloboTrain Bahnreisen Weltweit' have issued another brochure for a further Hedjaz Railtour in October 2010, to be led by the Swiss journalist Werner van Gent, who has spent years reporting from the Middle East. From the text and plan:-

"On 1st. May 1900 Sultan Abdul Hamid ordered the construction of the Hedjaz Railway. In 1901 the German railway engineer Heinrich August Meissner was appointed as su-

pervisor; originally the 'Holy Railway' was intended to lead from Constantinople (now Istanbul) via Damascus to Mecca, to make the pilgrim journey easier. On 1st. September 1908 the ceremonial opening of the 1302km. long stretch from Damascus to Medina was held, but due to the change of regime in Turkey and hefty opposition in Mecca itself the continuation on to Mecca was never achieved. In 1913 the railway had 96 steam locomotives, 103 passenger coaches and 1028 goods wagons and ran 3 - 4 trains per week from Damascus to Medina and to Haifa. Today the railway operates the line between Amman and Damascus and a few other sections. With our steam- and Diesel-hauled special trains you can experience the Hedjaz Railway as it was a hundred years ago, with the steam locos and stock from the time it was built, travelling in original compartments - pure railway romance! The landscapes of Syria and Jordan provide the perfect backdrop for a steam-hauled journey through the Orient.

1st. Day: Friday 8th. Oct. 2010: Scheduled flight Zürich - Amman.

2nd. Day: Aleppo: Visit the city with Omayyad Mosque, Citadel, Old City and 12-kilometre long Suq.

3rd. Day: Aleppo - Palmyra. Transfer to the Bagdadbahn station in Aleppo (built 1905); travel with Syrian State Railways to Homs, bus in the desert to Palmyra, the most beautiful ruins of Syria.

4th. Day: Visit Palmyra, the Roman pillared streets, the Baal Temple, the Valley of Graves and the Citadel provide a view through the country's history. Bus to Damascus.

5th. Day: Damascus. Visit the Old City (a UNESCO World Heritage Site) and the Omayyad Mosque, Saladin's grave, the St. Hanania Chapel, the fascinating Market 'Suq Al-Hamediyeh' and the old Hedjaz Station.

6th. Day: Damascus - Bosra. Visit the Damascus Cadem station, the Hedjaz Railway workshops with an unbelievable collection of old locomotives, old but yet still functioning machines and spare parts with a small museum. Steam train to Deraa or Bosra.

7th. Day: Bosra - Amman. Visit the city of Bosra with its antique Roman Theatre; bus journey to the border, border formalities, a new driver and local guide in Jordan. Travel on to Amman.

8th. Day: Amman. Travel to Mt. Nebo, where the death and burial place of Moses is considered to have taken place - one of the most honoured places in all of Jordan. Wonderful view over Jordan Valley and the Dead Sea. Afternoon, visit to Jerash, after Petra undoubtedly the most interesting ruin in Jordan.

9th. Day: Amman - Petra. Wonderful journey with the Hedjaz Railway from Amman right through the city into the desert to Al Qatrana. bus to the imposing Castle of Karak and onwards to Petra.

10th. Day: Petra. Whole day of visiting with interesting guided tour of the antique Nabataean City. Known also as the rose-red city and a UNESCO World Heritage Site, Petra's most famous monument, the Treasury, appears dramatically at the end of the Siq, the entrance defile. This is however only the first of Petra's secrets.

11th. Day: Petra. A second whole day in Petra: the numerous paths and steps reveal literally hundreds of graves, reliefs and Temple facades hewn into the rock.

12th. Day: Petra - Wadi Rum. Morning - visit the little-known but no less fascinating 'Little Pe-

tra'. Travel to Wadi Rum and Jeep Safari into the spectacular desert landscape, overnight in tented camp.

13th. Day: Wadi Rum - Aqaba. Breakfast in the open air, travel to Aqaba, in the triangle between Israel and Egypt. Afternoon, possibility to bathe or go shopping.

14th. Day: Aqaba. Day excursion for bathing, snorkelling or relaxing, with the boat to Pharon Island in Egypt (no visa necessary); return to Aqaba.

15th. Day: Friday 22nd. October: Overnight - transfer to Amman Airport: Return flight to Switzerland."

Details and Bookings via: gruppen@globotrain.ch, or Neuengasse 30, CH-3001 Bern.

[As one can see, this programme bears little relationship to those of, say, TEFS in the halcyon days, when several steam trains were run into obscure byways and the 'tourist sights' played a very secondary role. Now it is very much the other way around! Ed.]

86:08.

# NOTES AND COMMENTS.

## (a). PAUL COTTERELL'S LAST BOOK.

Chen Melling notes:- Israel Railways has finally made the Hebrew version of Paul's book available for public sale, by mail order (you need to send a printed form and cheque to IR management) - details can be found at: <http://www.rail.co.il/HE/Fun/Pages/Book.aspx>

Martin Frey informs us that negotiations are also at an advanced stage for an English-language version to be published, probably in Sweden, and a German-language one to be published in Israel or Germany. More details when they are available. Alternatively, Chen thinks Israel Railways will also publish the English-language version.

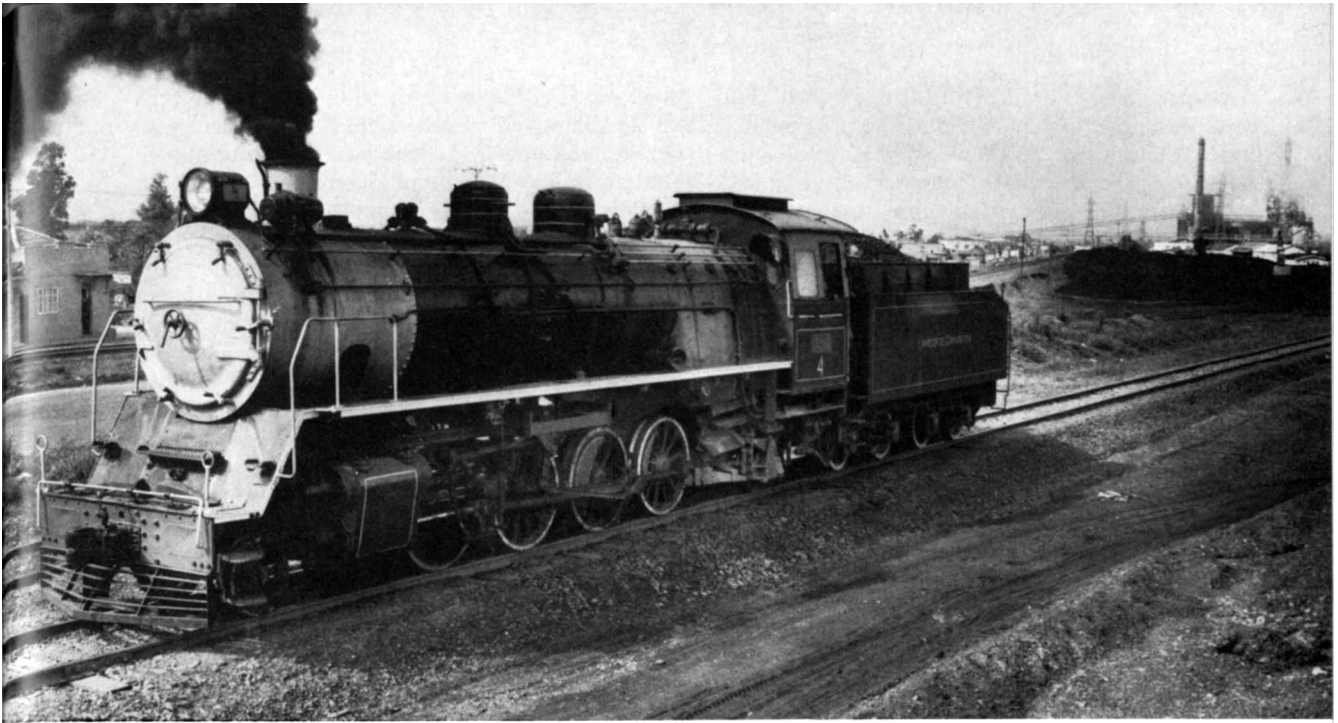
## (b). ON CHARIOTS WITH HORSES OF FIRE AND IRON.

Tony Travis' book is mentioned in the latest 'Palestine Exploration Fund Quarterly' and also gets a very nice review by Ian R. Smith in the 'Review' of the Friends of the National Railway Museum No. 128, Summer 2009, p.36.

## (c). MORE ON HARTMANN LOCOS FOR HEDJAZ.

Marc Stegemann has sent a part of an unpublished review of a book on Hartmann locomotives in Indonesia, by Stefan Matthaeus in Frankfurt. Translated, (by the Editor) it reads:-

"The Hartmann Mallet Locomotives of the 0-4-4-2T type (State Railways Class 500, later BB10) were provided with the running numbers 501-516 by the Staatspoorwegen in Java, but later the Indonesian State Railways classified these engines as BB10. The first engine of this type was Hartmann 2484/1899. Hartmann built in total 12 engines of this type, and a further four were built under license by Schwartzkopff.



Die „junge Jung“, Lok Nr. 4 der Lavador de Capivari S.A., hat am Morgen des 14. 10. 1978 ihren 240-Tonnen-Zug die Steilstrecke herauf zur Kohlenwaschanlage gebracht und rollt nun zurück zum Werkbahnhof

Nr. 4 - Werks Nr. 11943  
Nr. 5 - Werks Nr. 11944 1954

Lok Magazin - Nr. 97 - 07-08.1979 - s.303

The locomotives were mainly used on mountainous lines in Western Java. No. BB1012 of this class (Hartmann 3092/1906) is displayed at the Railway Museum at Ambarawa. This engine received larger water tanks later in its career. Two further engines of this type were built by Hartmann in 1906 for the 'Société Ottomane du Chemin de Fer de Damas-Hama et Prolongements' (DHP) Damascus, Syria.

The State Railways (Staatspoorwegen) actually had no intention of ordering the class 1500 (D51) 2-8-2 locomotives. Hartmann had built and delivered 12 of this type for the Hedjaz Railway in 1917; this was a 1320km line linking Damascus-Kanawat with Medina and to a gauge of 1050mm. Hartmann was to deliver ten more of this type in 1918 for the Hedjaz Railway, but due to the collapse of the Ottoman Empire and the partial destruction of the line by Arab tribesmen under the leadership of Lawrence of Arabia during the First World War, the Hedjaz had to cancel this order – yet the locomotives had already been constructed. Thanks to a bargain offer by Hartmann the Staatspoorwegen purchased all of the cancelled locomotives. Hartmann widened the axles by 17mm for the 'Cape Gauge' (of 3' 6"), so that these engines could be used in Java.

These engines were classified 1500 by the Staatspoorwegen and later reclassified D51 by the Indonesian State Railways. The first one was given Hartmann number 4129/1920. [Note the later date!] This engine was used on the mountain lines of the State Railways. In the Ambawara Railway Museum loco D15106 (Hartmann 4133/1918) is preserved. Some sister engines from the first series of 1917 are still today in use on tourist trains on.... surviving sections of the Hedjaz railway."

#### (d). JUNG 2-8-2's IN BRAZIL.

Chen Melling has discovered in his

continuing efforts to locate inspirations or siblings for the locomotives of the Middle-East the attached picture from an article in LOK MAGZIN Nr. 97 of July-August 1979, showing one of the two Jung 2-8-2 locomotives supplied to this mineral-hauling narrow-gauge railway in Brazil in 1954. These are almost identical in appearance to the three Jung 2-8-2 supplied in 1955 to the HJR. See photo above:

*The Caption translates :- „Loco 4 of Lavador da Capivari on the morning of 14.10.1978 has taken its 240-ton train up the gradient to the coal washing area and is now rolling back to the depot.“*

*No. 4 was works no. 11943 of 1954, No. 5 was works 11944 of 1954.*

#### (e). ARRIVAL AT TEL-AVIV.

The Editor attended in August the opening of an exhibition in Berlin on the works of Lotte Cohen, a pioneer woman architect in Palestine, born and trained in Berlin-Charlottenburg. In 1965 she published a little book of memoirs (the example on display seemed to be only in typescript) entitled 'Die zwanziger Jahre in Erez Israel' – The 1920's in the Land of Israel. Very helpfully the page open in the glass cabinet was relevant!

"Wie bist du nach Palästina gekommen? So fragt man mich wohl heute gelegentlich. Und ich antworte im Spass und doch wahrheitsgemäss: Zu Fuss... nämlich auf einer Ponton-Brücke über den Suez Kanal nach Kantara, und dort in den Zug gestiegen. Eine glühende Fahrt durch eine August-Chamsin Nacht, die den Wüstensand in unser Abteil treibt und jedes Schlafen vereitelt. Und dann Ankunft in Tel-Aviv. Wir müssen einen gewaltigen Sprung tun, denn einen Bahnsteig gibt es noch nicht, und die Wagen liegen hoch. Wir springen hinunter in den Dünensand, der ganz Tel-Aviv ist... Es ist ein symbolischer Sprung: Da sind WIR."

sometimes asked this question even today. And I answer, in fun but also in truth, 'On foot.'.... in that I walked across the Suez Canal on a pontoon bridge to Kantara before getting into the train there. There followed a night of burning Hamsin heat, the sand being driven into our compartment and making any attempt at sleep pointless. And then the arrival at Tel Aviv. We had to jump a long way down, for there was then no platform and the coaches were high. We jump down into the dune sand which comprised Tel-Aviv. It is a symbolic jump: Here we are!"

#### (f). GILBERTIAN EXPERIENCES.

Hesketh Pearson wrote a biography of 'Gilbert and Sullivan', published in 1935 and by Penguin in 1950. On p. 217f.: On W.S.Gilbert: "Most of the sight-seeing he did in later life was determined by rheumatism and the gout. As early as 1893 he had to produce 'Utopia Limited' on crutches, and reported the fact that he was unable 'to do anything but swear for the last eighteen days.'.... Then came rheumatism in such a virulent form that his weight was reduced by sixty pounds in about six days and his legs and arms were 'of the consistency of cotton-wool'. He went to Egypt, where it rained so hard that he thought of 'starting for Margate, which is drier, cheaper and more bracing.' The sulphur baths, which smelt like rotten eggs, did him no good, and the doctor told him that he would probably be a cripple for life...."

While in Egypt, early in 1901, his health was not improved by a railway accident. His wife and Miss Nancy McIntosh, who lived with them, participated in the adventure. They left Cairo for a day's excursion by train, and were seated in a Pullman, when a tremendous bump shot them half down the carriage on their faces. A further series of shocks bounced them about

from side to side of the coach, and then they were left in a condition of disordered tranquility. The engine had jumped the rails, plunged down an embankment and proceeded to belch forth volumes of steam. Their carriage came to rest close to the engine, and as Gilbert could not rise, owing to the weakness of his knees, there was for a time some likelihood that he would be braised alive. However, Miss McIntosh rose to the occasion, got him out, retrieved his hat, and walked over two miles under a severe sun to obtain transport of a safer if slower type. Seven people were killed and about twenty injured, so the Gilberts were lucky to escape with their grazes and bruises.”

### (g). VIENNESE SPORTS TEAM IN PALESTINE.

Uri Ben-Rehav has sent me a few pages from a typescript dated 29th. April 1935, in which the travels and adventures of a team from the 'HaKoah' Jewish Swimming Club of Vienna during the Maccabiah is described. Here a few excerpts (translation by the Editor).

“The Customs checks are carried out by Arabs, who open and rummage through every suitcase that they wish, and then make a sign with chalk on the lid. Maggi Rosenblatt, who was meeting and collecting us, brought some chalk with her and so we made our own very personal 'Customs check'. The Arab doorkeeper let us pass without any trouble and now we stood with our suitcases and had to avoid the Arabs who were thronging and who absolutely wanted to carry our cases (but of course not out of love.) After about an hour an Extra Train came for us, to bring us to Tel Aviv.

The Palestinian coaches of the 3rd. Class are very low and small, and for a toilet they simply have a hole in the floor. (Karli Adler was always very worried about getting his foot caught in this!) The Guards wear an English badge on the breast of their uniforms and in Hebrew and Arabic on the shoulders. The one with whom I spoke was by coincidence Jewish (I say 'by coincidence' because only some 10% of the railwaymen are Jews) - he had immigrated from Spain some 12 years previously.

In Ludd is a railway junction, the locomotive had to go to the other end of the train and that lasted a long time, and so there was nothing else for us to do but dance a Hora on the station! At last we landed at a quarter to one at night in Tel-Aviv, where many people awaited us, but not those who should have been there, that is, our hosts for the lodgings!

Max Reiser (who had gone to Palestine one week earlier) gave out to us the addresses and names; Heinz, Karli Weihs and I took a taxi. Rehov Jehuda Halevy - our address - is not yet surfaced, so the driver could only go into side streets, and in addition we could not find No. 84! Once we got stuck in the sand and had to get out and push.....”

“On the Saturday, after the training, we went for a walk into the villa quarter of Rechavia, which is reminiscent of the Döblinger Cottages. (There aren't that many fewer Jews in Döbling either!!). In Rechavia are the main headquarters of the KKL and the KH [Keren Kayemet LeYisrael and Keren haYesod], which are very modern. Unfortunately it was the Sabbath and the buildings were closed, so we could not see the interiors. The Sabbath is not so noticeable here in Jerusalem as it is in Tel-Aviv, nevertheless in the new parts of the city the businesses are closed and in the Jaffa Road, the main street in New-Jerusalem, one sees all the Jews of Jerusalem promenading. One sees no autobuses of the Jewish companies, only of the Arab ones; only when the evening draws in does the Jewish traffic begin. So we also had to wait until evening before we could return to Tel-Aviv in a bus.....”

“On the next day (Sunday 7th. April) we continued on to Haifa. At the Tel Aviv station

86:09

## THE RESTORED DECAUVILLE WAGON AT HEFTZI-BA QUARRY

(AMITH BEN-SHALOM)

In March 2009 a rehabilitated quarry was opened at Heftzi-Ba, in the Jezreel-Valley, west of Beit-She'an. The quarry had formerly produced marble, limestone and aggregates for building and road paving between 1942 and 1952. One of the restored items is a Decauville V-tipper on a short section of 600 mm narrow-gauge track. In 39:12 Paul described an old picture of the site, and a few more pictures of the site were found by Chen Melling and myself at the Haifa University collection and other sources of information. The restored wagon itself is not an original item from the site, and was assembled from several parts by Ran Hedvati of Ein-Shemer, the one and only one.... The tub came from Migdal-Tzedek (see 40:11), and the frame and wheels came from the Atlit Salt Company (see 28:21, 29:25, 35:16, 79:07(f), 81:11, IRR 124, IRR 138). The wheels have a O&K logo, and the wagon demonstrates the raw material pouring into the crusher funnel.



overleaf:

2. The rails and the wagon (Avi Kerbel, 2009)
3. Close-Up of the wagon (Amith Ben-Shalom, 2009)

pictures: 1 this page. Workers with wagon, (Central Zionist Archive)



RRPictureArchives.NET Image Contributed by Richard Rosinski

86:10 Former IR diesel locos (previously owned by ESR) Nos. 251 (G8) and 127 (G12) at Mount Vernon workshops in America; they were shipped back to their country of origin for rebuilding and resale in 2005. (See rear of issue 70). (Photo thanks to David Notarius.)